

REMARKS

Applicants acknowledge that this application is currently under final rejection. Nevertheless, applicants respectfully submit that the foregoing amendment is entitled to entry in that it does not significantly modify the scope of the claims. Rather, it simply clarifies the claim language without departing from the original content. Accordingly, it is requested that the foregoing amendment be entered and considered.

In response to the objection to claim 14, as set forth in Item 1 of the Office Action, the dependency of that claim has been modified, such that it now refers to claim 13. In addition, in response to the rejection of claims 13-17 under 35 USC §112, second paragraph, applicants have amended claims 13 and 16 in the manner suggested, changing the phrase "transmission means for receiving" to "communication means for receiving." Accordingly, reconsideration and withdrawal of these grounds of these objection and rejection are respectfully requested.

Claims 13-19 (all claims of record herein) have been rejected under 35 USC 102(e) as anticipated alternatively by Carroll et al. (U.S. Patent No. 6,859,699), Mizuishi (Published U.S. Patent Application No. 2003/0163248), and Ukai et al. (U.S. Patent 6,823,258). However, for the reasons set forth hereinafter, applicants respectfully submit that all claims of record in this application distinguish over the cited references, whether considered separately or in combination.

The present invention is directed to a method and apparatus for the collection of vehicle information, in which vehicle information collected by a unit mounted on a vehicle is transmitted to an information center that provides a service based on the vehicle information. For this purpose, a desired service is selected by vehicle mounted unit from among services provided by a service center, and the service center transmits to the vehicle mounted unit a plurality of items of vehicle information specification, which correspond to the desired service. At the vehicle mounted unit, a plurality of desired items of vehicle information specification is selected from the plurality of items of vehicle information specification received from the service center, and inputted and stored. In a preferred embodiment, a condition for collecting vehicle information is also inputted regarding each item of the vehicle information specification selected. The vehicle information relating to the selected items of vehicle information specification is collected and stored at the vehicle mounted unit. The vehicle information thus stored is transmitted to the information center.

In a system having the configuration described in the preceding paragraph, a user is able to specify or select vehicle information items to be collected and transmitted, from among the items of vehicle information specification provided by the information center, according to a requested service. A mutual interactive agreement can be attained regarding contents of the vehicle information to be collected between a user and service provider.

Furthermore, this system also has the advantage of providing the vehicle information taking into consideration the privacy of the user.

Insofar as applicants have been able to determine, the foregoing features of the invention are neither taught nor suggested by the cited references. The Carroll et al. reference, for example, discloses a network based method and apparatus for distributing service data for various types of service processes and models. As indicated at column 5, lines 37-52, a user 110 can connect to the remote service provider 150 through an operation input device, to retrieve the most updated alignment specifications and algorithms for converting raw signals. The service provider retrieves desired service data and transmits it to the user, who downloads the desired service data and submits user information for the service provider to verify the user identity.

There is no disclosure in Carroll et al. which teaches or suggests that desired items of vehicle information specification are selected from among the items of vehicle information specification received from the information center, where the vehicle information is collected by the sensors based on the selected items of vehicle information specification, and transmitted to the information center. Accordingly, applicants respectfully submit that claims 13-19 distinguish over Carroll et al.

Mizuishi, on the other hand, discloses an information system in which it is first determined that a user has an intention to transmit user ID information when collecting vehicle information. However, as the case in Carroll et al., in


the vehicle information, and the condition for transmission of the vehicle information.

Finally, Ukai et al. discloses a method for collecting and processing information from a vehicle, in which a part of the vehicle information collected by sensors is transmitted to an information center as rough information, via a satellite. The other part of the vehicle information is transmitted to the center through other communication means, as detailed information. Ukai et al., however, also fails to teach or suggest a system in which the user can specify or select a collecting condition of the vehicle information and a condition of transmission of the vehicle information. Accordingly, applicants respectfully submit that claims 13-19 distinguish over all three of the cited references, and are allowable.

If there are any questions regarding this response or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket # 056208.52792US).

Respectfully submitted,



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